

REPORT

CD NO.

50X1-HUM

DATE DISTR. 15 December 1950

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- h. Order [] of 4 October 1950: Shuttle-train [] at the Gustormark railroad station is to be provided with 1,000 kg of briquettes for the kitchen car, and 240 candles. (9) 50X1-HUM
- i. Order [] of 4 October 1950: Shuttle-train [] which arrives at the Jueterbog railroad station the evening of 4 October 1950, is to be furnished with a locomotive in good mechanical condition. (10) 50X1-HUM
- j. Order [] of 4 October 1950: Three locomotives are required on 4 October, six on 5 October and four on 6 October 1950 to haul trains which are being loaded at the railroad stations of Forst Linne and Jueterbog to the Halle railroad district. (11) 50X1-HUM
- k. Order [] of 7 October 1950: Equipment for the winterization of 125 converted boxcars must be loaded and dispatched to Chernyakhovsk (Basa 1) from 8 to 10 October 1950. (7) 50X1-HUM
- l. Order [] of 7 October 1950: On 9 and 10 October 1950, 49 converted boxcars, 10 boxcars and 105 flatcars are to be assembled at the Rathenow railroad station to be used for daytime operations. 50X1-HUM
- m. Order [] of 7 October 1950: Supplementing Order [] eight additional winterized boxcars are to be made available at the Fuerstenwalde railroad station on 7 October 1950, bringing the number of converted boxcars there up to a total of 50. Three winterized boxcars are to be made available at the Rathenow railroad station on 7 October, three more on 11 October, and three more on 13 October 1950. 50X1-HUM
- n. Order [] of 7 October 1950: All heavy-duty flatcars with a load capacity of 50 to 80 tons, [] are to be inventoried in the Berlin railroad district. The shuttle-trains specified are to be brought up to 23 heavy-duty flatcars each by 10 October 1950. (12) 50X1-HUM
- o. Order [] of 7 October 1950: Shuttle-train [] at the Mummelsburg railroad station is to be washed and provided with 1,000 kg of briquettes and 240 candles by 12 p.m. on 7 October 1950, to be dispatched to Fuerstenwalde, where the train will be provided with rations and to be turned over to Poland in Kietz by 6 p.m. on 8 October 1950. (13) 50X1-HUM
- p. Order [] of 8 October 1950: Shuttle-train [] of 20 converted boxcars, which is en route to the Rathenow railroad station to be unloaded there, is to be dispatched to Frankfurt/Oder [] (14) 50X1-HUM
- q. Order [] of 5 October 1950: To be washed, disinfected and mechanically checked, shuttle-train [] is to go from Drewitz to Gustormark and shuttle-train [] from Jueterbog to Mummelsburg. Each train is to be provided with 500 kg of briquettes. (15) 50X1-HUM
- r. []: Shuttle-train [] is to be provided with 24 type SSY flatcars of 50 to 80-ton load capacity and dispatched to the Halle railroad district on 11 October 1950. (12) 50X1-HUM
- s. Order [] of 11 October 1950: Shuttle-trains [] will arrive at the Jueterbog railroad station on 12 October 1950 and are to be dispatched to the station of Altes Lager. (16) 50X1-HUM
- t. Order [] of 11 October 1950: The 19 boxcars loaded at the Neuruppin railroad station for shipment to Neustrelitz and the 10 boxcars consigned to Dallgow-Doeboritz are to be dispatched with the first available train and given priority on route to the receiving stations. 50X1-HUM
- u. Order [] of 11 October 1950: The 9 flatcars of shuttle-train [] which are consigned to Dallgow-Doeboritz, are to be unloaded and immediately dispatched to the Halle railroad district. 50X1-HUM

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2. An entry in the register of the main train dispatch office on 3 October 1950 stated that a Frankfurt/Oder-bound train 50X1-HUM

was loaded on the open line between Fuerstenwalde and Berkenbrueck. (17) For this reason, two 50X1-HUM
civilian trains were stopped and shuttle-train en route from Guben to Fuerstenwalde, unloaded on the open line. (18)

3. Telegram of the Berlin Directorate-General to the regional railroad headquarters of Berlin, Halle, Magdeburg and Schwerin On 29 September 1950 stated that the demand for flatcars suited for the transportation of vehicles has further increased in Schwerin. In addition to the flatcars specified in an order of 26 September 1950, 120 flatcars of types F, R, S and SO from the Berlin railroad district, 60 from the Halle district and 60 from the Magdeburg district are therefore to be dispatched to Wittenberge with priority. (19) ✓

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Comments.

- (1) Presumably a fuel train going from the Veltow fuel depot to Parchim. 50X1-HUM
- (2) Shuttle-train is believed to have gone to Gerdauen empty to pick up recruits for the first time on 22 September 1950. The train, carrying recruits, was observed in the Soviet Zone of Germany for the first time on 4 October 1950. 50X1-HUM
- (3) The train, consisting of 52 boxcars, passed through Frankfurt/Oder on 29 September 1950 and proceeded toward Cottbus. 50X1-HUM
- (4) Compare Order of 27 September 1950 to the Berlin regional railroad headquarters, concerning the operation of shuttle-trains. Shuttle-trains were first identified when leaving Justerlog for Neinsdorf and Cottbus, respectively, on 18 October 1950. 50X1-HUM
- The shuttle-trains were presumably used for hauling troops due for discharge to processing centers in the Soviet Zone of Germany. 50X1-HUM
- (5) Since the boxcars were to be equipped for daytime operations only, they were presumably used to make up shuttle-trains. 50X1-HUM
- (6) Since the boxcars had to be winterized, they were presumably used for long-distance operations to the east. Compare a previous report on an empty 42-boxcar train going from Frankfurt/Oder to Fuerstenwalde on 7 October 1950. 50X1-HUM
- (7) Compare a similar report stating that the Berlin-Lichtenberg railroad station was to dispatch to the east equipment for the winterization of 250 boxcars. 50X1-HUM
- (8) [REDACTED]
- (9) Shuttle-train consisting of 54 boxcars with recruits, was observed in the Berlin-Cottbus line for the first time on 4 October 1950. The train was unloaded at an undetermined station and was subsequently to be re-equipped in Justerlog. 50X1-HUM
- (10) The shuttle-train was first identified when going from Justerlog to Rathenow on 15 October 1950, hauling troops in 30 boxcars. The order listed in subject report indicates that the train arrived in the Soviet Zone of Germany with recruits as early as about 4 October 1950. 50X1-HUM
- (11) The trains presumably belonged to the series of trains which, hauling elements of the Third Sds Lecz Army, were dispatched from the Justerlog area to the Halle railroad district on and after 4 October 1950. 50X1-HUM
- (12) The three shuttle-trains were also mentioned in Order of 23 September 1950. Heavy-duty flatcars are used for the transportation of tanks. Flatcars of 50 to 80-ton load capacity are of the AS type with four and more axles. 50X1-HUM
- (13) Shuttle-train arrived in the Soviet Zone of Germany via Kuesstrin with a shipment of recruits on 6 October 1950 and returned empty to the east on 8 October 1950. 50X1-HUM

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- (14) [redacted] 20 boxcars
with recruits arrived in Rathenow on 8 October 1950.
- (15) Disinfecting installations are located in Muestermark and Rummelsburg. [redacted] (10). 50X1-HUM
Shuttle-train [redacted] consisting of 52 boxcars, arrived in Kuestrin on 4 October 1950 on its first run with recruits to the Soviet Zone of Germany. [redacted] 50X1-HUM
- (16) [redacted] the two 53-boxcar shuttle-trains arrived in Juetarhog with recruits on 12 October 1950. 50X1-HUM
- (17) The train [redacted] is believed to have carried a component of the 7th Gds Meck Div, which was to return to its home station. [redacted] 50X1-HUM
- (18) Compare Order [redacted] of 8 October 1950. Shuttle-train [redacted] is believed to have run via Guben when entering the Soviet Zone of Germany. Since shuttle-trains [redacted] traveled exclusively via Kuestrin prior to 20 October 1950, it can now be stated fairly definitely that shuttle-trains [redacted] arrived in the Soviet Zone of Germany via Guben. 50X1-HUM
- (19) Assembly of rolling stock to haul elements of the Third Shock Army from Mecklenburg to the Rossau area for the fall maneuvers.

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